

ON
TRACK
OFF
ROAD





Photo: Jeff Kordas

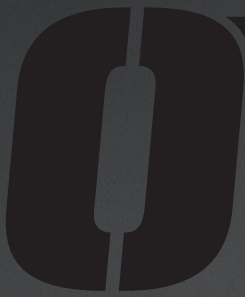
welcome back marvin

MARVIN MUSQUIN
TEAM REDBULL FACTORY KTM



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SBK

Fiery...

One image of a short selection by World SBK photographer and OTOR contributor Graeme Brown to close the first half of the 2014 campaign as it goes into hibernation until September. Here world champion Tom Sykes gets even closer to the brute force of the Kawasaki at Assen

Photo by Graeme Brown





O MX

Trip up...

2013 European Champion Valentin Guillod goes for a tumble over Dylan Ferrandis at the start of the recent MXGP of Czech Republic. The Swiss was unhurt. The downhill sweeper at Loket was one of the trickier first corners seen in MXGP this season

Photo by Ray Archer







Getting dirty...

19 year old Jack Miller has won four Moto3 Grand Prix this year but admits his roots lie in the dirt. We shot the Australian ripping around a motocross track next to the Catalunya circuit and also chatted 2014 so far (contract controversies apart...)

Photo by JP Acevedo/www.blog.ktm.com



MotoGP





CARBON
CONSTRUCTION





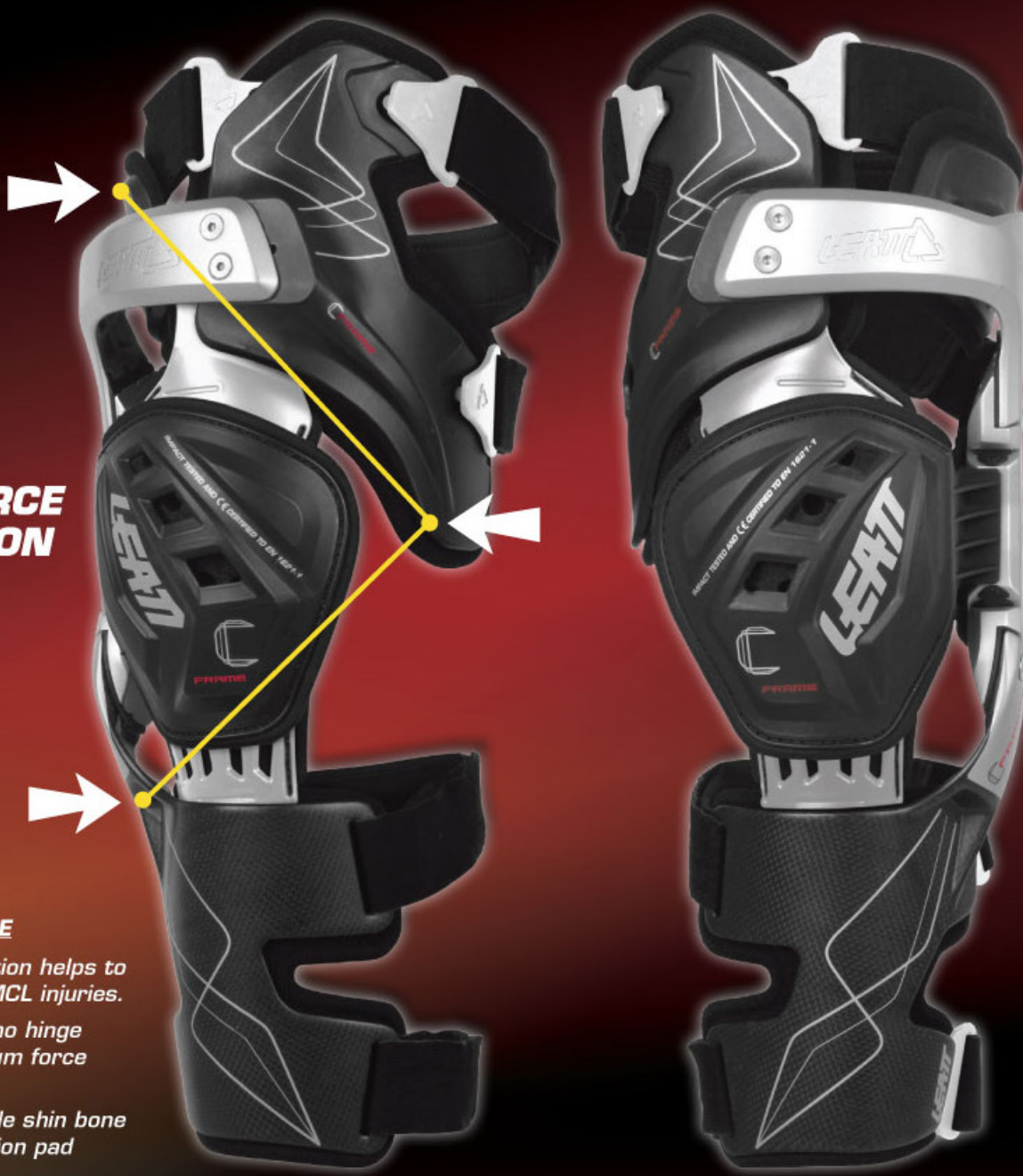
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MX

GRAND PRIX OF BELGIUM

LOMMEL · AUGUST 3rd · Rnd 15 of 17

MXGP winner: Tony Cairoli, KTM

MX2 winner: Max Anstie, Yamaha



MXGP BELGIUM

RUMBLING CLOSE

By Adam Wheeler, Photos by Ray Archer



Cairoli still clean and shiny before those dramatic clouds would arrive and effectively end the second MXGP moto

The black clouds, high winds and lashing rain that brought a hot Grand Prix of Belgium to a dramatic conclusion five minutes from the end of the last moto of a busy fifteenth round of the FIM Motocross World Championship was also like nature's way of calling time on the 2014 MXGP title story. Tony Cairoli tentatively guided his 350SX-F to a second race victory of the day through the utter climate reversal for another mini catalogue of numbers: career win 72, sixth double of the year and ninth of 2014. The results teed up the Sicilian's sixth premier class crown in a row as he only needs to finish in front - or two places behind - Yamaha's Jeremy Van Horebeek in the first race in Brazil on September 7th to begin his second championship party in the country (Cairoli claimed his first gold plate for the Austrians at Campo Grande in 2010).

Cairoli's consistency this season has been as powerful and looming as the dark skies that eventually covered the Lommel sand. Rivals like Gautier Paulin and Clement Desalle have paid for costly crashes and while Van Horebeek's progress has been fantastic he needed until round fourteen (and his friend and rival's least favourite circuit) to push the KTM star away from the top step.

The Lommel sand had been battered and carved by hundreds of riders as the last European Grand Prix of the year was also the stage for the finales of four European campaigns. Cairoli, a Lommel town resident for many years and with enough laps of the Belgian terrain to have built the base of a tremendous career and sand capability perhaps a very close second to Jeffrey Herlings, was one of a group commenting on how the bumps and ground felt different. It was rougher and stunted compared to usual lolloping waves Lommel is famous for.

While the circuit normally causes some riders to recoil in hesitation (usually those not based in the region for training or accustomed to much practice in the sand), there were those that positively relished the technical nature of the surface and the physical demands. Max Anstie, Shaun Simpson, Marc de Reuver and Ken De Dycker enjoying their days in the preliminary and proverbial sunshine.



PLAY





MXGP BELGIUM



Lommel was a pivotal moment for Max Anstie and his beleaguered team but a couple of close calls served as a reminder that the Anstie/Yamaha package is not the finished article just yet



Anstie was overwhelmed to emerge from a technical development wilderness with the 2014 YZ250F and a long phase where he was barely scoring GP points due to teething troubles to find himself again at the front of the MX2 pack and within his own stride. His first ever GP win was not perfect. The Yamaha barely fired only seconds before the first gate drop while a throttle/electronics problem in the second race meant he had to adjust his riding and even crashed while chasing a very strong Jordi Tixier. Both Anstie and the Bike it Yamaha Cosworth team were emotional afterwards. The Brit suffered a heavy personal bereavement when he suddenly lost his grandfather during the Grand Prix of Trentino and has been stumbling with testing while racing. The Steve Dixon-led British crew have often been toiling around the clock to solve issues through their development work and to effectively give birth to another class leader when it comes to horsepower and performance.

Alongside Anstie on the podium was Tixier and Dylan Ferrandis, who defied expectation and a stiff right shoulder for a third trophy of the year. Tixier's 3-1 results means he has a very decent chance of pickpocketing his Red Bull KTM team-mate for the MX2 crown. 57 points behind and 100 left to take...Herlings was starting to sweat on Sunday night and knows he needs to be back from his broken leg in Mexico for the final Grand Prix of the year. Tixier knows he is able to do a lot of the hard work in Brazil for the penultimate fixture.

Marc de Reuver defied his 30 years and a miserable time on Saturday to again haunt the upper part of the premier class top ten while Shaun Simpson was quite excellent in his speed and charge in the first moto to rise from eighth to the rear wheel of Paulin by the chequered flag. The Brit, the Frenchman and Steven Frossard were the only ones hitting the huge quad jump that had the double effect of wowing the fans and gaining half a second a lap on the others. Although Simpson said the leap was simple and was a case of "hitting third gear and keeping it pinned" it was not as easy as it looked. "I thought second place was

possible but then Simpson and Paulin started to jump the quad and I looked at it and reckoned it was quite easy, so I went for it also," recounted Van Horebeek, winner of the previous Grand Prix in the Czech Republic. "Yeah... it was further than I thought! I cased it quite badly and smashed my face on the handlebar. My eye was bleeding a lot and I wasn't feeling so well. I wasn't sure about the second moto but we are racers, not football players so I went for it." The Belgian was eighth at his home event and through a disappointed assessment at least was able to highlight that his 90 point advantage over Kevin Strijbos means that he is almost assured of runner-up status in the 2014 championship story.

At one point it looked as though Simpson might be able to challenge Cairoli in the same way as his memorable maiden victory at Liérop for the final MX1 Grand Prix almost a year ago. The Scot – who is on the fringe of the MX1 British Championship and who is now back to fifth in the world post-Lommel – could not chase the KTM rider like he had done to Paulin in the first moto. The Frenchman was strong and proactive in that sprint but could not get the same rhythm in the second and although he tied on points for second place overall he some distanced behind the leaders. Simpson, clear in second, was eventually demoted by De Dycker as the rain fell. The Belgian was riding in the comfort of the sand, both in terms of his aptitude as well as the ease on his wrist carrying a plate to fix the bad fracture suffered at the same track but during the winter of 2013. He was also energised by the need to demonstrate to his Red Bull KTM team that he is worthy of a saddle next to Cairoli and new recruit Tommy Searle in 2015 after his position sunk into doubt prior to Lommel. His second position overall was a case of 'right place, right time'.

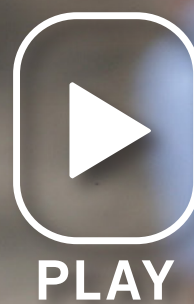
The Grand Prix of Belgium gave the impression of being a well organised event and a well attended one although the busy sensation of the paddock and circuit generally was more to do with the industry and teams utilising the final European fixture of the year and the presence

of so many riders in the support categories. EMX250 – the final step to Grand Prix unless you are new champion Steven Clarke who is 24 years old and cannot consider an MX2 ride – was the most exciting of the deciders, with Clarke's forcefulness in the second moto meaning a tie on points in the standings with Brian Bogers and the number one plate courtesy of his superior total of moto wins. Brian Hsu benefited from Davy Pootjes' absence with another shoulder problem to claim the EMX125 two-stroke competition (a year after he was 85cc World Champion...one to watch indeed). Britain's Albie Wilkes was Honda's second ever 150 winner and Samuele Bernardini was the inaugural 300cc two-stroke champ in a series that flattered to deceive in its first term.

The summer break caused by the cancellation of the Ukraine date means a hefty five weeks of Grand Prix downtime, almost unheard of. The championship will then quickly wrap in the space of a week with rounds in Brazil and Mexico in early September.



MXGP BELGIUM



Simpson at home in the sand. The Scot led a memorable Grand Prix for the Brits with Steven Clarke scooping the EMX250 crown by the narrowest margin possible





Nagl chooses a rut while Herlings (far left) still has a smile for his team-mate... although he could ultimately lose his title to the Frenchman. Jacky Martens communicates in the simplest language possible to his riders...Jeremy Van Horebeek (above) suffers in the first moto





Rain or shine or maybe both for Kevin Strijbos. For four laps in the first moto the Suzuki man looked unbeatable but the Lommel sand was not kind on this occasion and he lost flow and speed

"Did you say 108 years old?!" Veteran Marc de Reuver defied the years and showed that sand class is permanent at Lommel





No mistakes for Tixier in what was one of his best performances of the season. Brian Hsu (left) also produced the goods in EMX125 to wrap up the '14 crown



Gautier Paulin's superb technique on a motorcycle was fully evident at Lommel and a decent start in the first moto saw the Frenchman grab a top three finish for the first time since early May and only his second GP back from injury

MXGP BELGIUM



PLAY



Last European race for Dean Ferris this season although the Australian is rumoured to be on a FC350 Husky in 2015. Tyla Rattray's fate (below) is still not yet known and could be tied up with Ryan Villopoto's USA/MXGP decision





CLASSIFICATION & WORLD CHAMPIONSHIP

MXGP OVERALL RESULT

Riders

1	Tony Cairoli, ITA	KTM
2	Ken De Dycker, BEL	KTM
3	Shaun Simpson, GBR	KTM
4	Kevin Strijbos, BEL	Suzuki
5	Gautier Paulin, FRA	Kawasaki

MX2 OVERALL RESULT

Riders

1	Max Anstie, GBR	Yamaha
2	Jordi Tixier, FRA	KTM
3	Dylan Ferrandis, FRA	Kawasaki
4	Romain Febvre, FRA	Husqvarna
5	Tim Gajser, SLO	Honda

MXGP WORLD CHAMPIONSHIP STANDINGS (AFTER 15 OF 17 ROUNDS)

Riders	Points
1 Tony Cairoli	669
2 Jeremy Van Horebeek	588
3 Kevin Strijbos	498
4 Clement Desalle	484
5 Shaun Simpson	365

MX2 WORLD CHAMPIONSHIP STANDINGS (AFTER 15 OF 17 ROUNDS)

Riders	Points
1 Jeffrey Herlings	594
2 Jordi Tixier	537
3 Romain Febvre	489
4 Dylan Ferrandis	467
5 Tim Gajser	448

PRETENDERS...

By Adam Wheeler

This week I was finishing a story on the Watson brothers (British siblings Nathan, 20, and Ben, 16) for UK monthly magazine Dirt Bike Rider. It made me think for a good while about what options young, aspiring off-road racers have for their future and career and also at what stage should we really sit up and take notice.

From a media perspective it can be hard to get overly excited about 'juniors'. We certainly see enough of them every other weekend through the comprehensive European support card to Grand Prix these days. Sometimes it is difficult to give coverage for the riders at the top or who are almost there, nevermind those that have plenty of growing, maturation and learning left to do. No matter the hype in their respective countries there is still plenty to show or to prove for athletes-to-be.

Usually when there is talk in the Media Centre of a new name that is not currently in Grand Prix or even just coming onto the European stage then you know you might have somebody special. It was this way with Christophe Pourcel (who went out and broke both wrists in his breakthrough year as a fifteen year old, so was delayed into GP), Ken Roczen, Jeffrey Herlings and more recently the likes of Jorge Prado and Brian Hsu;

for which we are still waiting for the magic moment although Hsu did ace the EMX125 crown last weekend.

Generally (and understandably) manufacturers and teams are connected and ready to pick at the 'orchard of talent' through national competition and a wider grass roots network of contacts and recommendations. Initiatives like Honda's 150 European championship and the MX Academy also assist the 'spotting' process. The paddock can (and should) be a step ahead of the press in decrying the next star. However chuck whatever cliché you want at the situation: 'long path ahead', 'plenty of work to do', 'pitfalls and perils of injury'. Like all top level sport, motocross usually weeds out the kids that 'want it' more. It is then that we begin to take notice.

So how can they get to a position like the Watsons where media attention starts to arrive and helps fortify their prospects for being a Pro? There is little doubt that EMX integration into the FIM World Championship is a massive advantage. No longer are Ben Watson, Adam Sterry and his ilk a group of aloof names competing in a GP feeder contest that Grand Prix actually doesn't see.



Visibility of EMX250 has grown immensely and, as with most stepping-stone series, actually provides some great racing and entertainment as limits are searched. With EMX125 funnelling into the 250s then kids, parents and teams have a ready made platform to shoot for MXGP and riders need to get into place at a young age in order to take profit of the Under-23 age rule that limits MX2.

Nathan's situation is a little more complicated. He is a big guy for a 250 who didn't shine at EMX250 in 2013 but has since proven his speed and aptitude in some eye-catching fill-in appearances for Red Bull IceOne Husqvarna in MXGP. I've harped on about the increasing importance of riders prepared to play a substitute role for the inevitability of injuries and Nathan might be the first of a new generation that is prepared to bide his time in this capacity until the door to a full-time factory contract swings open. Pascal Rauchenecker is another exploring this direction and this is not because these riders lack ability but is more to do with timing and the rate of their development.

An encouraging thing about the case of the Watsons is that both have their hopes and dreams set on Grand Prix. MXGP is an exclusive place these days but it still might be a few years before the younger generation really strive to see it as hal-

lowed ground in a different way to what the sport used to be. We are still in a time where people and fans question and doubt the transformation that MXGP is going through and this is down to the current philosophy and direction more than anything else. If, for better or worse, this stays constant and stable then young riders will come to hold MXGP as the ultimate, rewarding goal...as it should be.





NO SHO

Some see life as a challenging track
toward success, glory and podiums.
Some just see a track.

▶ ADAM CIANCARULO

ART CUTS

JEREMY SEEWER'S YELLOW WORLD

By Adam Wheeler, Photos by Ray Archer

The nineteen year old is the rookie of the FIM Motocross World Championship in 2014. From European EMX250 races wins, the fringe of the Rockstar Suzuki Europe team to studying, apprenticeship, exams, a maiden MX2 season and a first professional contract as Suzuki's main athlete for the RM-Z250...it has been a standout fourteen months for the Swiss.

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JEREMY SEEWER



The son of former Swiss Champion Rene Seewer, Jeremy is a diminutive but bold and adaptable racer. One that has been nurtured by Suzuki International Europe's focus on youth development and 'unearthers' of diamonds like Ken Roczen, Clement Desalle and Brian Hsu. He is next on the line of promising mx-ers to emerge in yellow and oddly at a boom time for his country with Arnaud Tonus and Valentin Guillod (a potent Swiss MX of Nations team if ever there was one) at similar ages and all within the MX2 arena.

An easy conversationalist, Jeremy is the clichéd old head on young shoulders. He seems far too slight to muscle a bike around the varying idiosyncrasies of Grand Prix circuits from Brazil to Thailand but this is a determined teenager who has been slow-cooked by the team and his guiding parents. Swift to crack a joke or a smile he's pleasant company and carries the air of a rider that is immensely serious about his profession but also has a youthful enthusiasm free of obligations, expectations and pressures. Hopefully he won't change too much...



It is a big change from EMX250 to MX2. I was racing some GPs already two years before 2014 as a wild-card and a 'fill-in'. I rode in Bastogne [Belgian GP] for my debut and finished fourteenth and nineteenth; I was really happy about this but my goal was to do a year of the European Championship rather than jump straight into MX2 because if I was battling for twentieth then I knew teams wouldn't be that interested in me. With the situation now concerning money then it is not so easy to find a good paying ride. It was important for me to get into a position where I could make my dream a reality: to make racing a job and a lifestyle...rather than just being able to be here because a sponsor pays it.

Every motocrosser when he takes the bike for the first time thinks or says 'I want to be in the world championship' but if it is just to be in the top twenty then you are better off staying at home. It is difficult to complain too much but you need to have a goal to climb the pyramid. You might have twenty riders that are the same speed as you in the beginning but this narrows to fifteen the next year and then up and up until it is five riders or less. The other day I saw some results of the 2009 85cc series and it is pretty interesting reading. You know all the names and they all seemed quite quick but from that big group it is maybe three or less now at the top. There was one guy where you thought 'wow, he is much faster than me' but now he is not here any more. It is strange to see who makes it and who doesn't.

JEREMY SEEWER



You need luck. As a sportsman the base element is talent and that comes from the feeling and progress through your first few years. Then there comes a point where talent only is not enough. You need to practice to make the fitness better or work on being mentally strong. Only two guys might have that immense raw ability that they can get away with a lot: Roczen and Herlings. They both work hard but you could say they are on another level for technique. The top twelve or thirteen in MX2 GPs might have the same level but it depends on the rider and what he does. We are on our own out there and do everything by ourselves. You have to have the motivation and your mind totally focused on this and to want to do it and like it. You have the team but mostly you are on your own. You cycle on your own, you run by yourself, you have to push yourself to the limit and I think the whole process gives you strength in the head.

On the way up sometimes you have doubts. You think 'today I'm not fast enough'. You think 'why am I riding like this? Why am I doing this?' but quickly you switch to looking into the future. You need to analyse all the time. If you are good then you need to remember why and if you're bad then you need to identify why and bury it. Every career has ups and downs but it is important to bring yourself out of the 'downs'. Some years ago when the travelling started to the European rounds I was still in school and I was a bit scared of missing so much time. I was a small kid and I was thinking 'is this good for me?' You start thinking about motocross differently and think 'is this what I want to do?' Sometimes you are not 100% and you still need to compete. You don't jump out of bed everyday and say 'let's ride a bike!' Everybody has their good and bad days.





Talent is made up of different things.

For sure the feeling of moving the bike and finding grip is a big part of it, then the balance. If you don't have good balance then you cannot go through big ruts. Technique, riding style, knowledge of the physics of bikes: if a rider is asked if his suspension is OK and he doesn't know then he doesn't have the talent or the understanding. If you start competitive swimming now, say, then you'll need two years of very hard and dedicated work. Whereas if you had done it while seven or eight then it would be much easier and by eighteen years of age you might be like a dolphin! The same could be said about riding. If you start at fifteen then it would be really difficult.

It is true I am a bit elastic! Really! I went to Ortema last year and they made a medical and some checks and found that I can 'over' bend quite a lot! They reckon it is both good and bad but I think in this sport it might be a good thing. I've had some big crashes and sometimes I have been lucky. I'm not really a crasher and my style is about being smooth and clean. I tended to have a few more 'offs' last year compared to this season.

I think my Dad has seen almost every race of my career. This is the first year for me where I have been in a team environment and there have been different people for different jobs. In 2013 my Dad was still doing the bike and we were moving it around from race to race. We weren't really in the Suzuki GP team and we were doing it by ourselves. It was a lot of work and my parents have been the most important part in my career. If I look at Hsu [Brian, EMX125 Champion] now...I was also third in the 125 championship but again we did everything on our own like bikes, sponsors, travelling. It is still quite a lot to do a European Championship. I have a good friend who has been like a manager and he knows many people and companies in Switzerland. We were lucky that it is a country where you can still find some money for racing and we were able to secure enough to make each season by ourselves.



FEATURE

JEREMY SEEWER



We live ten minutes from the German border so we were always drawn to that national series rather than the French. We saw Roczen tackling the championship so we did the same and all the races were just a few hours drive.

In the family we never had that conversation about the risks of the sport but we all know it is dangerous and we respect it. I have a brother, one and a half years older, and up until 85s we had exactly the same equipment and opportunity but he was not like me. He saw it like a hobby and to be Pro was never his goal. He does a few Swiss Championship races and is busy with his job.

I finished my studies this year... I think this is the Swiss mentality. It is very important to get the qualification and the apprenticeship. You also have to be smart and know that motocross is not for life. You might stop by the age of thirty and then there has to be something else. If I put away the helmet now then I am a qualified mechanic that designs computer programmes for CNC drills. I have the diploma for this and it is versatile for Switzerland because you can go in many directions with just one or two years more of study. I really liked the apprenticeship and I had to because it would not have worked with trying to mix motocross, studying and work. There were a lot of long and busy days. If you have fun in what you study and learn then it doesn't seem to matter if it takes a long time. OK, you cannot practice on the bike at this time but I did the best to mix the things.

At the weekend I'd be a motocrosser and people would want you or to talk to you and then you'd go to school on Monday and it was the opposite. It was quite nice to have two lives. For sure people asked about motocross but it was on a normal level. If I went back to the place where I worked now then I'd be stopped every five metres with people asking me where I'd been and where I'd finished.

Formula One is big but overall motorsport is almost nothing in Switzerland. I'm in the local newspaper almost every week in Bulach.

I can see now where I am, what I need to do and other things like where I have to live. I had a good perspective this year because the first half of the season I was at school and in the second half I was a Pro and could look at the difference. I don't think I could move to Belgium permanently because home is home. With cheap flights now it's much easier to move around and stay for weeks in places.

I've been riding a Suzuki since I was eleven and since 65s. My father, Rene, was a Suzuki rider and had the bikes for most of his career in the Swiss Championship and Quad racing. Last year he took his 500cc two-stroke Quad out for a blast and it's crazy to see somebody go so fast on that thing.

I didn't hang out with Ken Roczen so much when he was at Suzuki. When he started to do really well I was still riding 85s. We know the whole family and we are pretty good friends with his parents. We've been to his place to practice a few times but Ken was always so busy. It felt like he had only five minutes before he had to rush somewhere else for an interview or this or that.

With social media, twitter and instagram you see someone like James Stewart and it feels like every move he makes is somewhere online only minutes after it has happened. My parents still don't quite understand how everybody is on smartphones all the time but we are growing up like this.

I learnt English in school. I had some basics for a few years and then through my apprenticeship it was another two years of technical English because of the job. I think you learn a lot from talking with friends and riders here. It is paddock English! To have a good level you need to go to an English-speaking country.

AMA Supercross is a completely different thing to anything here in Europe. You cannot compare and it doesn't even make sense to do it [SX] in Europe. In the U.S. it is the biggest series for motocross on the planet. For me...sometimes I really want to try it because if you can do it to a good level over there then it would be really great. It is like a dream...but you have to be realistic. You have to grow up doing it. We Europeans maybe try supercross for the first time on a bigger bike like a 125. It is too late. I know it would not be easy at all for me.

Switzerland is a very small country and I think I am very different to Arnaud [Tonus] and Valentin [Guillod, both MX2 GP peers] who come from the French speaking side. It is like there is another border in one country! I think they always went to the French Championship and I always went to the German. So you could say the reason behind us coming into Grands Prix is the fact that we didn't race in Switzerland! It is also a bit of luck that all three of us have come up at the same time and I think after us there will be a big hole again.

2014 has been a big year in my life by turning Pro, getting a contract, finishing my studies. It has all happened so fast. At the beginning of the year I was 'OK, first year in MX2...I need to show something'. Pressure comes with that because you are not here for fun. You also know that if the results are not there then maybe you are not in GPs the next year. You need to work for your dream and it can be over in a minute. Moving from a privateer to a Pro rider has happened really quickly. The goal has been 'how can I make a living from motocross?' and part of it has come true and now I have to work harder.





THE **YELLOW** VIEW OF JEREMY'S WORLD: BY TEAM MANAGER THOMAS RAMSBACHER

“ The German ADAC races were a good chance for riders to shine. Jeremy was about 12-13 when he first showed up and being from the German-speaking part of Switzerland it was easy to connect and he was always in yellow. We started a loose co-operation with advice and technical help.

The most important thing for me and via the team and Suzuki International Europe is that we see each person as an individual. We do not want to try and copy a rider into another one. We want to accept them as they are and help them with their weak points and push them with their strengths.

Jeremy's strength? The intelligence. You can go to him and say 'do this' and you can see in his eyes that you need to explain why you are advising because he wants to understand the 'hows' and 'whys' of everything. Even if it is an autograph session or photoshoot or something not directly related to the sport...he wants to know and learn. In terms of the technical side he is really interested, whether it is about data recording, suspension set-up or his own behaviour on the bike. He is smart generally and finished school just 0.4 away from the very top mark that is possible to achieve and he did it while racing and working. ”



See Red

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KTM RUNCH

PIT BEIRER CHATS KTM IN MotoGP, JEFFREY HERLINGS AND MORE

By Adam Wheeler, Photos by Ray Archer, Mitterbauer, Gold and Goose

The KTM Sport Director has been – and will be – a busy man. We know a few things about KTM's upcoming racing activity: a) AMA star Ken Roczen is likely to leave the confines of the factory team but they still have time to match the offer he currently has elsewhere in the AMA paddock b) former AMA 250MX Champ Dean Wilson is lined up to replace the German c) Tommy Searle is slated to be Tony Cairoli's team-mate in 2015 in MXGP d) the Red Bull KTM MX crew are already working with 2016 model machinery and e) their racing programme is likely to 'go large' with the recent revelation that KTM are heading back into the MotoGP class in the next two-three years.

Like his boss, KTM CEO Stefan Pierer, Pit is great for candid interviews, where he likes to throw pieces of information onto the table or is normally happy to offer perspective on some high profile rumours. We've quizzed him on Roczen and we know there is only so much he can say about riders coming in and out of the KTM picture so we instead decided to tackle a couple of other topics...

PIT BEIRER & KTM



KTM's 2015 motocross plans. How do you feel about those?

In general it is just a lucky situation that we have two strong horses like Tony and Jeffrey already fixed. So it is a luxury problem of looking to see whom we can place as our second riders. We are still not 100% done and we still need to see if Ken De Dycker is motivated to come back and if we can help him but he needs to show us that he really wants to because it is too much effort just to carry around the bike. We have already decided to go with three riders on the MXGP side next year because history has taught us that with two and a big structure like this then injuries can quickly strike. We have really tried to find the budget for three bikes. On the MX2 side it is normally a guarantee with Jeffrey that we will have good results for most of the season...unless something crazy happens and have had that twice already this year! We must say that we feel behind Jeffrey there is a little gap. We had some easy times before because after Tyla there was Marvin then the young guys and outstanding performers like Kenny and Jeffrey coming up. It is not clear now that there is one guy ready to take over when Jeffrey decides to change class so we took a radical step to go a level lower to try and build up our next generation. Overall we are happy because the line-up behind Jeffrey in MX2 is perhaps a bit 'high risk' but of course there is a lot of motivation there, particularly from people like Stefan Everts to work with the young guys again. There is not much we can do with Jeffrey now. We just need to keep him in-line and happy. I think it is time for us to work with the new guys.

With Pauls Jonass and Davy Pootjes it is like you have made a reset looking at the MX2 class. There is only one clear title contender with Herlings...

It is weird but we had to look at the next level. Jordi [Tixier] would have only had one more year in MX2. Riding against Jeffrey in this class will be tough for everybody and we couldn't find a solution between him and the younger generation; the gap is just a little too big. I don't want to be rude but I think the other guys in MX2 should step it up a bit more. We have lap-times, fitness reports and data from current riders and also from those around the time of Marvin and Ken and Jeffrey and we think the gap is big because the competition became a bit lazy. We are looking for the next guy that wants to work really hard and wants it more than anyone. Jeffrey trains so hard. I can call my riders at any time but normally when I phone Jeffrey at around 9 in the morning he has already done his first training session and is lying on the couch with a drink getting ready for the next one and later in the afternoon will go for a third. He is a different standard and deserves all of his wins. I don't see anybody with that same determination and we got a bit disappointed [looking around]. So we made that radical cut and went young.

Outside of factory squad it must have been a busy time sorting out all the KTM riders...people like Jose Butron who has a contract but no settled team...

It is massive now the number of riders with all the satellite teams and I also work hand-in-hand with my colleague Robert [Jonas] on the Husqvarna side as well. For sure we want to help and not hurt each other. All the options and possibilities have kept us quite busy over the last months. It was more work than before to get everything in-line but I want to get out of that discussion between the teams and the riders because we would go crazy trying to do all of that. We have found satellite teams and managers and it is up to them to get the riders.



We helped with the structures and gave information left and right and now there are KTM and Husqvarna efforts out there that should start to take off on their own speed. You mention Butron. He made a mistake last year because he did not take my advice. He had a good season in MX2 and was a top three guy and I told him "I have a gap for you in MX1 with an official 350 and you are the top one from all these guys in MX2 that have to move after 2014. You can come into the factory team and have a year of getting ready until all the others move up. There will be no pressure as we have the riders to win the MXGP title and you can just develop." He said, "no, I want to stay in MX2 and beat Jeffrey Herlings". Now he has to move and it is difficult to find a position for him. It is not clear yet where he will be. Riders sometimes should take a good offer when it comes.



People are talking about Ken Roczen's future with KTM but how long will it be before you have to put a package together to try and keep Jeffrey?

Jeffrey is a very smart guy and has developed incredibly in the last years. I almost have fun making contract dealings with him because he knows exactly what he wants. He is not relying on a manager and just goes to different teams, asks them to make an offer and then he has his market value and comes back to me and brutally puts his figures on the table! It is then my choice on what I want to do. He is doing pretty good with that one...we all know his contract is up next year and of course he is too good, too strong and too wanted that we can make an early offer or deal. He has to listen to his options and one will be from us and it will be very strong. We will not let him go so easily. I also need to stay fair with him and will not put too much pressure right now. If a rider is sitting there with the character to do the talking by himself and without a manager then I will not force him to do something that he might not be ready for. I said "come back to me when you are ready and without having done something stupid or crazy in signing this or that. Give me the first and the last chance." That's the commitment that I have and I trust him 100% on that one. I'm pretty relaxed that if I can match what he has then he will stay. If it is too big and we cannot afford it then he will have to think about what he will do. I would say this will happen during the first third of next season.

Does Jeffrey have big fans inside of KTM? Would you be able to approach the board or some similar arrangement to keep him?

Absolutely. We love him at KTM and we were crying with him when he broke his leg. It brought the whole company down. Jeffrey is one of us. We had some nice pushing from the Husqvarna side to get him on a white bike in 2015 but the boss himself, Mr Pierer, decided that Jeffrey is a KTM hero and will stay so.

So Robert is not allowed to talk about Herlings...

I think I would hit him if he mentioned Jeffrey's name! Seriously I think it would be too fast a step for Husqvarna. If you look how many years we were fighting at KTM and building it up step by step to become champions. You can grow too quickly – which is also something KTM tried with a direction in the past and the timing was too fast and wrong. Husqvarna need another year and then can take a 'crazy horse' and it will be interesting to see who will be the crazy horse at that time.



PIT BEIRER & KTM





What were/are your thoughts on the statement by Mr Pierer that KTM will look towards the MotoGP class?

My first thoughts were 'that will not make my life too easy'! We have been growing so fast in the last few years and a lot of that has come down to the on-road segment. The off-road market, since the crisis, has come back a little bit and has stabilised but will not grow by a big percentage. From the existing market we have a big share and our target has to be to stay a strong brand and fight for that share. For the street segment we have a young history and for the first time now we are selling more on the road than on the dirt. We went into new markets and Moto3 gave us such a nice marketing value and return; it fired up that street area for us. Now we are hitting the roof because we would like to expand on that side but it doesn't make sense to enter five different national disciplines. 'Ready to Race' means that we want to fight with the top guys in the world. Moto2 is not possible and Dorna did not open the door for us there because that would have been the logical step and also our preferred option. We would have liked to have grown through Moto2 and gone to MotoGP in a couple of years time. That door was closed so we thought 'do we stay as we are or go for another level?' Of course MotoGP is the number one of two wheeled motorsport and we want to be measured with the best.

The Moto3 project was something produced so quickly by KTM but this is something different...

It is a long term project. We never went to Moto3 with the intention of winning right away. We said "please give us three years to stabilise, to learn and be competitive". I feel that in MotoGP three years is not even enough to be competitive because the technology there is on

an incredibly high level. We have to do a lot of work just to make our first steps. We have to grow very slowly there.

So you now have to engage your usual formula of getting the right people in the right positions...

Yes, of course. I don't think there are many formulas to have success in motorsport and it has worked already in quite a few disciplines so I don't see why it should not work in MotoGP but it is always a matter of having the right key people in the project. Nobody is smart enough to know everything, so you need experienced knowledge. We have now grown that in Moto3 but we are still modest about what we need to do in that world. The goal is to be competitive after a couple of years. It is a long road, maybe the longest from all the projects we have had but we have a strong commitment from the board to go this way. We want to do our work and build the technology, which will bring the material through to our products and this is a big part of the interest. If you want to build a MotoGP bike under the current rules then this means the best technology you can put on a motorcycle today. Everything that we learn there remains in our company for later on. It is not a pure motorsport project but also a serial production one. We now have to look at the fine line between what can be taken from that bike and put on production. We have to see how we can take our 'Ready to Race' into MotoGP. For sure we cannot sell thousands of bikes at MotoGP level but for example a chassis costs the same whether you weld it 'this' way or 'that' way. It would be a dream to put the same frame that we produce for MotoGP on our production bikes. This is all far away and the second, third and fourth steps. The first thing is to build bike number one.

The MotoGP rule book has shifted and will do so again with the control ECU...

The key thing for us was that electronics regulation because we think we are able to build the hardware for a motorcycle within the existing rules but we did not know how much budget we would have to plan for electronic development. You could look at 500,000 euros but you could also be looking at millions. This was the best decision that could be made, with regards to a championship ECU and we go back to 'normal' bike development.

And reason why people like Aprilia are attracted to MotoGP again...

I think several companies coming back have it in mind...that you don't need to spend ten million on development and it is something agreed on the table between IRTA and the industry – apart from a few guys – that the spectators and fans do not see or know. Why are we on the racetrack? We have to make a great show for the viewers. They don't see how many millions have gone into control of the rear wheel. In fact I'm sure they would prefer to see that it is the rider controlling the rear wheel and it is him who makes the difference. Aprilia are stepping in, Suzuki are returning... who knows, maybe even Kawasaki will come back and we are ready to go this way. The championship will be more open. We know it is a risk for us and a huge mission but we are very respectful of it.

How many people are in the racing department?

In Austria, across the categories, we are almost 80 people but if I take the direct factory teams and others directly linked like Roger [De Coster] and Claudio [De Carli] for example then we are already 200. So it is quite a massive operation.

So further growth will be seen with MotoGP...

Yes, it will mean a huge growth of staff but I could not even mention a number at the moment and it will start with those key people to build a special motorcycle.

There is already a new third floor going on the R&D building...

Yes, the company is growing right now and R&D needed a bigger building because they are running out of space and Motorsport also next year for the same reason. Things are definitely going 'wide open' right now in Mat-tighofen but it's nice. We went through the crisis and we had to bleed like hell but now it is expanding. It was a good learning experience and the owner and management are still there from that time so it is in the back of our minds that these days can come back. What's happening now is from the experience and investment gained over the last few years and the company is healthier than ever. I feel that we have a stable structure to do everything step by step. Everything that we commit we can afford from KTM money and we don't need to wait for sponsorship or things like that. What we do each year on the track comes from budget allocated in-house and we are proud of that and as Motorsport manager I am proud I can get that commitment from the board and the company. It puts me in a unique position in the paddock.

Also it could be a good reason for Red Bull to come back with title sponsorship in the premier class...

Yeah but that is something in which I like to try and build trust with my partners. I don't want to ask them to take over the financial part of that team. It is up to us to build that motorcycle and come up to a certain level and then when it is really ready to fight for something special then I will try to invite Red Bull to come with us. I cannot make a Red Bull KTM team when we have no chance of a top ten result. I want to do the homework first and it could be years from today that you'll see a Red Bull KTM team...but it is my dream that it could end up like that.





MILLER TIME

MOTOGP'S FEISTY AND OUTSPOKEN NEW STAR CHATS ABOUT BEING AT THE FOREFRONT OF THE MOST COMPETITIVE CLASS IN GRAND PRIX

By Adam Wheeler, Photos by JP Acevedo, Gold and Goose

We chatted to Jack Miller pre-season at Red Bull team's workshop just outside of Barcelona for KTM's new online Blog (www.blog.ktm.com). It was a fun and forthright chat on his Grand Prix goals for 2014 and beyond while on the cusp of a season where he has emerged as one of the standout performers in a richly stocked Moto3 division. We then went and watched the 19 year old throw around a 250EXC-F enduro bike at the adjacent motocross track with typically youthful abandon.

Aki Ajo's HQ at the near-abandoned Derbi factory is only a few kilometres from the Montmelo Barcelona race track and it is at the scene of the Catalan Grand Prix a few months later – a time span in which he has won races, led the

championship and courted controversy – that we grabbed five minutes more with the slightly more tense and pressurised Australian. It is only a matter of weeks after his jaw-dropping last lap move on Efren Vazquez to earn victory at Le Mans and shortly before all the fuss would kick up about his Moto2/MotoGP plans and contract status (which we tried to cover through Gavin Emmett's Blog in the last issue).

It seems that Miller is gaining just as many column inches through what he will do rather than what he is currently doing. It is a sign of just how highly he is rated and how rapidly his progression in just three seasons of Grand Prix competition has caught attention.





How has life changed as a Grand Prix winner and championship leader?

It is the same old thing. Nothing has really changed that much. I'm still messing around with the same stupid stuff. Sure, I am getting more attention and I have to do a lot more things...but Moto3 this year has been a massive fight and we are learning each race.

Moto3 at the front; it looks intense...

Every race...you don't know what is going to happen. The group is massive and the times are close. It is a fast and aggressive front pack. Not many races finish like they did in Mugello with so many of us so tight but it feels like most of them have been like that! It makes life exciting for a rider.

Aggression seems to be a prerequisite if you want those victories...

Definitely...also the move in Mugello, which was a bit like that. I would have gone down if I didn't have my nose chopped off. I am here to win races. The championship is the goal as well but it is like a bonus. I want to win as many races as I can and we will see where we are in the second half of the season.

How would you describe your way to ride a bike?

I really muscle it about. And I think that comes from dirt track; using a lot of rear brake to really settle the bike. I haven't had a problem with the KTM and actually really enjoy riding it. I think the chassis is perfect. We've done a lot of tests to make it better. I believe if you show the bike who's is the boss then you can control it more.

Talk through the last lap in Le Mans...

It was just a move and nothing really that special about it. I tried it earlier in the race but was on the brakes too much and got bumped out. This time I let go of the brake and let the bike roll. He [Vazquez] had showed his cards, so I knew what was coming, and just rode around the outside. I thought 'well, that was alright; we pulled that off'. But if I were a bit closer then I would have ended up on my arse.

Scenes like that are winning you fans...

Definitely. People want to see exciting racing and things like that helps. I like a fight, and it is a lot more fun than going around and riding in circles and winning a race with just two or three passes. It is more fun when we have to push for it.

Your speed and results in Moto3 means a bit of a pressure cooker. New territory for you...

I'm still putting the same pressure on myself. My goals are the same and that's why the team signed me because they want that also. We didn't come here for second. If anything there is a little less pressure because we are leading the championship, so we are doing the job, and we need to continue like this. If we were third or fourth then it would be a bit tenser.

It's curious how people talk and deal with the situation of winning a championship when maybe they have no experience of actually doing so...

It is one of the tricks of the trade because it is easy to talk about it before it happens but actually leading the championship is a different ball game. Really though, it is nothing more than I expected and we were dealing with it quite well.

2014 is your first year with KTM. So have they sent you some off-road bikes to play around with?

I have a 150 at home. It came just after the weekend of Mugello. We had it on Thursday night and were out riding it on Friday and Sunday as well. Stoked to have that. The team also have a couple of Supermoto bikes so we've been out on those as well. It's always good to be able to have a play and go back to your roots a little bit. The other day I went through 15 litres of fuel with the 150 at the motocross track; my arms and body were aching after. It is so useful for training.



JACK MILLER



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- » Always ride carefully and observe the applicable road traffic regulations!
 - » Always wear appropriate protective clothing and never ride without a helmet!
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UNEXPECTED CHANGE...

By Matthew Roberts

What seemed like the silliest story of all MotoGP silly seasons actually came to fruition last week with the revelation that Cal Crutchlow will be parting company with Ducati at the end of this year to join LCR Honda. Within the tight MotoGP press corps the story took even Cal's closest confidantes by surprise, with British weekly MCN not only reporting that he was staying with Ducati (following the announcement to that effect at WDW) but running a front page splash entitled 'EXCLUSIVE: WHY I'M NOT LEAVING DUCATI – Crutchlow tells it like it is.'

This means one of two things – either Cal genuinely thought he would be staying with Ducati or he was playing his cards particularly close to his chest in a game of contractual poker with the Italian factory. Whichever is true (and you have to assume it's the latter), it's quite obvious that the relationship between the two parties has broken down and the best option for Ducati was to part with a significant severance package whilst Crutchlow must accept that his factory dream is over. Knowing Cal, and knowing how determined he was to make this move work, it can't have been an easy thing for him to accept.

However, if there is one thing a rider relies on it is the support and confidence of his employers and if you don't get that from a factory then you may as well be on a satellite machine; and if there is one satellite machine on the grid that you want to be on it has to be a Honda. Throw into the mix the backing of a new British sponsor and the experience and charisma of Lucio Cecchinello then there can be no better option for Cal than the CWM-LCR Honda due to be vacated by Stefan Bradl.

A former racer himself, Cecchinello is always fiercely protective of his riders and has stood by Bradl despite some underwhelming results over the past three seasons. As a Moto2 World Champion the German could have been expected to produce more than the single podium he has managed since joining LCR at the start of 2012 but Cecchinello has been nothing but complimentary about his man, who is set for a switch to Forward Racing.

LCR is a tight team that adopts a siege mentality in its quest for results. They celebrate top-five finishes as if they were victories and they will focus all of their efforts around their rider in a bid to give him the confidence he needs to perform. It might not be a championship-winning package but at least LCR will give Crutchlow the chance to rediscover his best form and enjoy his racing again after the kind of season with Ducati that has wrecked careers in the past.

To me it's a shame because my understanding was that all parties knew 2014 would be a season of compromise. I was looking forward to seeing Crutchlow on a brand new Gigi Dall'Igna-inspired Desmosedici for 2015, fulfilling his potential as a factory rider and hopefully returning this famous brand to the top step of the podium. Now, a bit like in the case of the last man to take them there, we might have to wait until Crutchlow is retired to get the full story on the breakdown. I get the feeling there may be some similarities.



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MX

GRAND PRIX OF CZECH REPUBLIC

LOKET · JULY 27th · Rnd 15 of 17

MX1 winner: Jeremy Van Horebeek, Yamaha

MX2 winner: Jordi Tixier, KTM



JVH JOINS WINNERS CLUB

Photos by Ray Archer

PICTORIAL ROUND-UP
FROM THE GRAND PRIX OF
CZECH REPUBLIC WHERE
JEREMY VAN HOREBEEK
AND JORDI TIXIER WON
IN THEIR CLASSES FOR
THE FIRST TIME. KIARA
FONTANESI ALSO TOOK
HER THIRD MXW TITLE





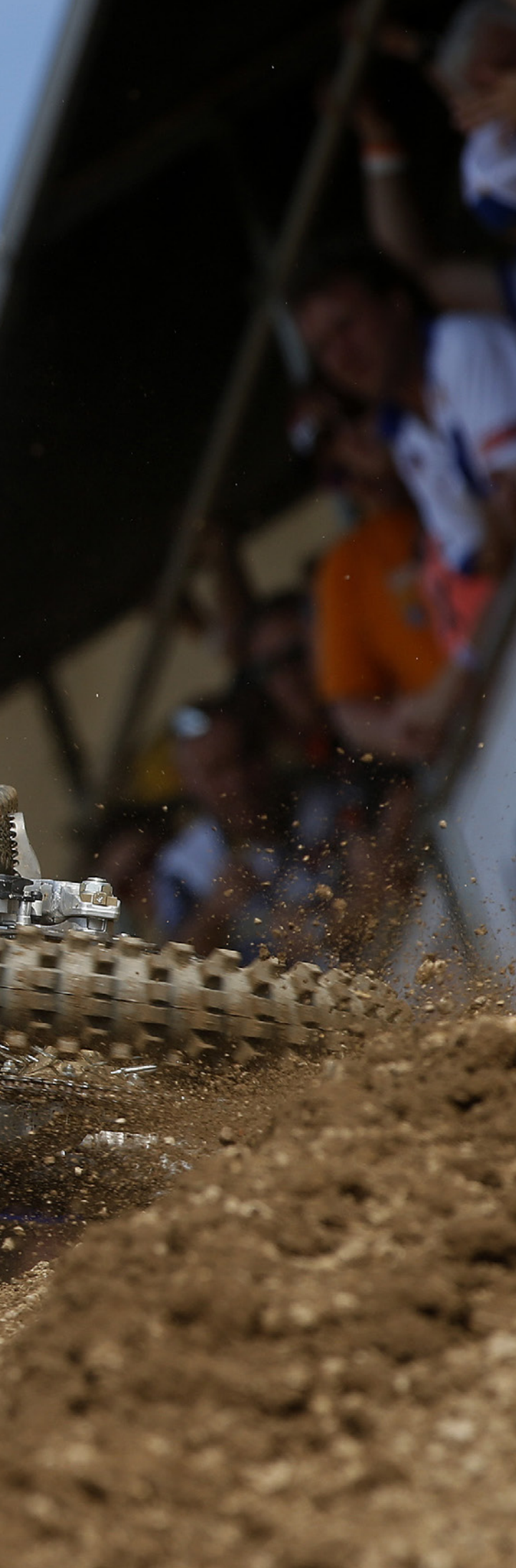


Kiara Fontanesi seals her third MXW title on the bounce in what was a pressurised culmination to the championship and a tight duel with Aussie Meghan Rutledge

MXGP CZECH PICTORIAL

The time was right for Van Horebeek to show his claws and his move on Tony Cairoli at the end of the second MXGP moto was fantastic entertainment. A proper spar for victory. Jordi Tixier seemed to visibly grow in confidence as Red Bull KTM's new team leader. MX2 was his...











MXGP CZECH PICTORIAL



ENDINGS NEAR...

By Steve Matthes

We have just three rounds left over here in the 2014 Lucas Oil Pro Motocross Championships and things have settled down in one class (Yamaha's Jeremy Martin has a nice lead in 250MX) while in the other, things are becoming a bit tense. Red Bull KTM's Kenny Roczen hasn't been the same guy the last three races that he was earlier in the season and his team-mate Ryan Dungey, after a 1-1 sweep last Saturday, has closed the gap up to just 14 points with six motos left.

At times Roczen's looked unbeatable ripping through the pack and many times passing Dungey to go on to win. And those are the motos that he doesn't just grab the start and check out. But there's also no denying that Kenny Roczen has had a history of second half drop-offs in his performances in every American series he's ever done. But then again, he's never been as serious as he is this year in terms of working hard and having trainer Aldon Baker by his side.

Dungey was certainly impressive this past weekend but I think Roczen's going to do enough to take this title home. I spoke with Baker the other day and he reminded me that the tracks coming up are good for Roczen and that he really thinks the week off will help him out. It's going to be close and wild card rider GEICO Honda's Eli Tomac will certainly keep it interesting but I think the German rider can hold off Dungey.

What if you're KTM manager Roger DeCoster and you know that Roczen is leaving your team at the end of the year and taking the potential number one plate over to the RCH Suzuki team? I would never suggest that Roger would do anything to hurt Roczen's chances of beating Dungey but there's got to be a part of him that might go that little extra mile with Dungey to try and help him out. Again, I'm not suggesting anything underhanded by DeCoster here but I've been on plenty of teams as a mechanic where there is one part to go around and a choice has to be made. Or maybe the KTM team decides to test a bit more with Dungey as the series winds down. Or maybe they do nothing and it doesn't matter anyways- I'm just saying that DeCoster is there to win titles for KTM and if Roczen wins and heads out the door, it's not a great look.

Things are going from bad to worse for Chad Reed right now. A back injury has left him unable to practice during the week and in the second moto at Washougal it tightened up on him again and forced him out of the race. This comes on the heels of a poor Millville showing. Reed's got a big team that is very expensive and if he's not on the track, he's not collecting team sponsorship money. This is the ultimate catch-22 for Reed (get it?) as he needs to be racing to be getting paid but racing is the worst thing for him in terms of his injury. So if you're Reed, this definitely isn't an ideal thing right now.



Nevertheless the Australian MXDN team will be Reed, Brett Metcalfe and Dean Ferris or so say people I talk to in the pits. Which if Reed can get back to 100% should be a formidable squad. Remember what Ferris did last year in Germany?

In more Reed news, people I talk to have Josh Grant heading over to be Chad's team-mate in 2015. Apparently Grant's got an outside sponsor that is promising to pay up and Chad can finally get someone that's a top ten guy. Nothing is done as of yet but stay tuned.

I spoke with Metcalfe for a while after Washougal and he said the Kawasaki guys haven't given him any indication that they want to sign him full-time for 2015. A lot of decision for the green guys rests on whether or not Ryan Villopoto comes back or not. People I speak to say that supercross 2015 is virtually a no-go for RV due to the knee surgery he had but he could make the motocross series in 2015, the last year of his contract. Or he could just pull the plug altogether and retire. Or there has been talk of Villopoto racing the GPs but I hear that's off the table now.

Either way, with Davi Millsaps signed to Kawasaki for next year, it leaves one spot if Villopoto doesn't come back and wouldn't a solid and steady rider like Metcalfe look good there?

When Anaheim 2015 rolls around Millsaps will not have raced for a year and half and has been injury-prone so you can count on him missing some time at some point. Metcalfe's return to America this summer has been a success as he sits fifth in the standings in the 450MX class.

The Pro Circuit team is practically cleaning house next year with only Adam Cianciarulo staying there (perhaps Blake Baggett also, we don't know his status as of yet) and arenacross champion Tyler Bowers, GP rider Arnaud Tonus and amateur Chris Alldredge all signing up to try and get Pro Circuit back on top.

The Rockstar Husky team will have Jason Anderson back but on a 450 bike full-time next year. He'll be joined by Martin Davalos, Zach Osborne and one more 250 rider for 2015. And I'd bet that the other 250 rider will be current rider Joey Savatgy but we should know soon.

The GEICO Honda team should have Justin Bogle and Matt Bisceglia coming back next year and they'll be joined by RJ Hampshire and Jordan Smith who are a couple of the countries hottest amateur riders right now.



ALPINESTARS

Some strong statements from the Asolo firm with their 2015 line-up unveiled last week but seen on some of their top athletes like Jeffrey Herlings and Eli Tomac for a few races. The quality of material of riding gear these days comes down to a few personal concerns and niggles: preferences and efficiency of buckles, fasteners or straps, durability through wear and wash and compatibility with other pricey items of gear like boots helmets or protection.

Venting, stretch, resistance and fit are at a similar level across the board of the 'big players' in the industry so it often comes down to personal taste over colours or design. In our opinion Alpinestars have knocked it out of the park with their Techstar line, available in seven different shades and definitely looking the part with the black blocking.



FOX

The diversity of the offerings from Fox is what makes the label still so popular. There is an outlandish, more conservative or more juvenile appearance to suit a wide range of rider. Elements of the look and feel of 'Foxhead' segue into their casualwear and other items for mountain biking and surf. Fox has been cool and generally always will be. Part of that effect is the continuing alliance with names like Ken Roczen and Ricky Carmichael.

The 2015 360 gear has new moisture wicking fabric, fade-free graphics and adjusted design around the collar, crotch, knees and panelling (interior and exterior) for one of the most comprehensive sets of riding gear on the market

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BACKPAGE

Monster Energy Girls
by Marian Chytka







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'On-track Off-road' is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP. 'On-track Off-road' will be published online at www.ontrackoffroad.com every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

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